

TRANS PENNINE

The Magazine of the Pennine Railway Society



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Photos

Front Cover

The photo taken by Graeme Wade shows D9009 "Alycidon" at Saxilby on Saturday 6th May 2017 working the Hull and Leeds Executive railtour.

Back Page

The photo, taken by Derek Porter, shows 60163 "Tornado" at Rossington on 7th February 2009.

Committee Briefs

Tram Train Costs Soar

The budget for the long-awaited tram-train project running from Sheffield to Parkgate has increased to £75.1m from an original £18.7m, due mainly to higher than expected costs incurred by Network Rail. Completion is due May 2018, two and a half years late. Recently, all the track and junctions connecting the tramway and railway have been installed and the erection of overhead masts between Tinsley and Parkgate are now complete. Work has also started on the construction of the tram-train platform at Parkgate.

The seven tram trains have been delivered and are currently being tested on conventional tramway sections. In July 2016, the DfT's Rail Investment Board concluded there was no commercial justification to provide further funding to the project and recommended that it should be cancelled, because many of the lessons about using tram trains had been learned. This was rejected as the £25million already spent by Network Rail on the DfT's behalf would have been wasted.

GWR Electrification

Whilst electric trains (Class 387s) are now working out to Maidenhead, the branch from Maidenhead to Marlow has been removed from electrification plans and as a result has become a self-contained diesel shuttle service.

Cambridge North

A new station has opened at Cambridge North, operated by Greater Anglia, but with Great Northern trains also stopping there. The opening coincided with the introduction of cascaded Class 387s from Southern on the GN line to Ely and King's Lynn, replacing older Class 365s.

New Trains for Docklands Light Railway

A total of 43 new walk-through trains are to be ordered for the DLR, increasing the size of the fleet by 10 units as well as replacing 33 of the existing trains, some of which are 25 years old, to enter service from 2022. DLR currently has 45 stations, 38km of track and 56 trains.

Eurotunnel Record

May saw the record number of lorries transported on Le Shuttle Freight, 141,646. The firm also broke a daily record on June 8 with 3,822 trucks transported in 24 hours in the Calais - Folkestone direction. Overall, since January, there has been a 1% fall in traffic, blamed on bad weather in Spain leading to a fall in exported vegetables. However, passenger traffic fell 4% in May, 212,930, blamed on people staying away due to the French election.

Delay to Dutch Launch

Whilst Eurostar e320s are now able to run into Brussels, regular Eurostar services to Rotterdam and Amsterdam are now unlikely to be launched until Easter 2018.

Students to Learn from Eurostar

Two of the first-generation Eurostar power cars which entered service in 1994 are to be used as demonstrators for students at the National College for High Speed Rail

Train Trivia

The pillars in the basement at St Pancras (entrance for Eurostar passengers) are spaced exactly three beer barrels apart - the station was designed with the Bass brewery in mind, so they could store their product after it was transported up from the Midlands.

The only station where you can smoke is Fishguard - the only place other than the platform would be near a level-crossing, which is deemed too dangerous.

The Balmoral Hotel next to Edinburgh Waverley station keeps its clocks 3 minutes fast to help people catch their trains.

The least used station is Shippea Hill with around 12 passengers a year (although "Hill" it's actually below sea level).

Duncraig request stop on the Kyle of Lochalsh line was scheduled to be closed in the 1960s under the Beeching Plan, but drivers simply ignored the closure and continued to stop on request. After 11 years of this, Duncraig was put back on the timetable.

Water Troughs

Water troughs were first used by the London & North-Western Railway in 1860 at Mochdre near Colwyn Bay before spreading to most parts of the country. Troughs were laid on level track and could be up to 2 miles in length and were steel flat "U" shaped with upward angled ends to retain the water. Because of short distances, troughs were not installed in the south-east, and, strangely, not on the Waterloo to Plymouth line. Most stations had water cranes at their ends which were the usual method of replenishing steam locomotives. Taking water from a trough required good skill from firemen. Today's preserved steam locomotives running on the main line on special trains require the services of strategically placed road water tankers or even assistance from local firefighters.

New Stations Get Go Ahead

The Department for Transport has approved construction of five new stations, Horden Peterlee, Warrington West, Reading Green Park, Bow Street (Park and Ride for Aberystwyth and Borth stations) and Portway Parkway (Bristol).

Franchise News

The shortlisted bidders for the South Eastern and for the West Coast Partnership, which includes the first phase of HS2 have been announced. For the West Coast Partnership, Virgin and Stagecoach are bidding with French SNCF. A second bid is from a Chinese joint venture between MTR and Guangshen Railway Company, supported by US-based accountants Deloitte, Panasonic Systems Europe, Swedish transport software developer Snowfall, Trainline.com and WSP Parsons Brinkerhoff, while a third bidder is FirstGroup forming a joint venture with Italian operator Trenitalia. This franchise starts in April 2019.

Those shortlisted for the South-Eastern franchise, to start in December 2018 are a joint venture of Abellio, East Japan Railway Company and Mitsui, Stagecoach, Trenitalia and the incumbent operator Govia, a joint venture of British Go-Ahead Group and French Keolis. The West Midlands franchise award has slipped back again and the present London Midland franchise could now continue until February 2018. The only two runners for the franchise are Govia (a joint venture of Go-Ahead Group and Keolis) and Abellio (a partnership with East Japan Railway and Mitsui).

Vivarail D-Train Carries Passengers

The converted London Underground Class 230 carried passengers from Honeybourne station on the North Cotswold line to Long Marston, the site of a railway test track south of Stratford-upon-Avon to the two-day Rail Live event, organised by Rail Alliance, on 21/22 June. This was authorised by Network Rail.

First Class 345s Go To Shenfield

The first Bombardier Aventra Class 345 for the Elizabeth line went into service between Liverpool Street and Shenfield on 22 June. A total of 11 are due to be in service by the autumn. They are currently 7-car sets (the maximum at Liverpool Street for that route) but when Shenfield trains can run across London to Paddington in May 2019 they will be extended to 9 cars and no longer use the main line platforms at Liverpool Street. The Elizabeth line is due to open completely in December 2019.

Breich Exit?

Stations on the Shotts route between Edinburgh and Glasgow are being modernised. To refurbish Breich would cost £1.4m. However, it is used by fewer than three passengers in an average week and the timetable provides one train in each direction on Mondays to Saturdays. Breich is also only 300/400kilometres between stations Addiewell and Fauldhouse on either side and there are bus services in the area. A consultation about its future is taking place.

Electrification Schemes Axed

The Department for Transport has announced cancellation of electrification schemes on the following routes, promoting the advantages of bi-mode trains.

Cardiff - Swansea

Kettering - Nottingham/Sheffield

Manchester - Leeds (likely)

Oxenholme - Windermere

The next operator of the Midland Main Line franchise, up for renewal in 2018, will be required to deliver a new set of bi-mode intercity trains from 2022 to run on diesel power north of Kettering. The DfT did, however, promise further investment to ensure Sheffield "was ready for HS2". This will mean, according to the DfT that "disruptive" work on overhead wires was no longer necessary. It ignores the fact that bi-mode trains are more expensive to buy and maintain, slower, particularly in diesel mode, and must still haul switched-off diesel engines when under electric power, using more electricity. It is thought that a cost overspend of as much as £1.9billion on electrification of the Great Western main line has unnerved ministers. That scheme is likely to be the last major scheme of continuous main line electrification until HS2 is ready to be equipped.

Widnes Depot Opens

Alstom has opened a new rolling stock refurbishment centre in Widnes. It will soon start work to repaint the 56 Class 390 Pendolino trains, leased by Virgin for the WCML. The centre also has facilities to tackle rolling stock manufacturing.

A new factory manufacturing trains and trams is also to be built by Spanish rolling stock company CAF at Newport (the former Llanwern steelworks site). CAF has already supplied Spanish-built trains and trams for British networks, including trams for Edinburgh and Midland Metro. It now has orders for 31 three-car and 12 four-car EMUs, and 25 two-car and 30 three-car DMUs for the new Northern franchise. In addition, there are 12 five-car EMUs and 66 coaches for TransPennine Express and 75 coaches for Caledonian Sleeper.

Class 800s Reach Penzance

Two Hitachi Class 800s ordered for GWR have completed a test run to Penzance. The trains are designed to withstand the region's variable weather conditions, including the route along the Dawlish sea wall.

East Coast Crisis

There are reports that the operator of the East Coast franchise (90% Stagecoach, 10% Virgin) want the franchise to be "reset" as losses mount. The two previous franchises came to a premature close due to losses, whilst for over 5 years it was successfully run by the DfT via Directly Operated Railways.

Maidenhead Progress

A new stabling point for electric trains has opened at Maidenhead. This will allow GWR to introduce more 8-car Electrostars on the suburban route from Paddington.

SY Supertram At Risk

Phase 2 of South Yorkshire Supertram's rail replacement project is to cost £17million. A bid for £10m has been made to the Dept. for Transport and franchise holder Stagecoach is expected to contribute £2million. However local councils have been asked to contribute a total of £5million. Barnsley and Doncaster Councils have said their taxpayers should not have to contribute to a service they don't receive. A SYPTE report has said if funding is not secured, parts of the network would close in 2018, to be followed by full network closure in 2018-19. Five miles of rail need replacement. Phase 1 costing £15 was funded by the South Yorkshire councils and was completed in 2016.

Residents will be paying for Supertram until 2056, 61 years after the £240million network opened. Owner SYPTE has debts of £179.4million from "buying assets", most of which is Supertram. It paid £13.6million in interest in 2016/17, but the debt will still be £35million in 2029 and won't fall to zero until 2056.

What now Tram Train?

Gateway to the Isles

A new coach service is connecting Caledonian Sleeper services from Crianlarich station to Oban. Passengers on the Sleeper will get seamless access to the "Gateway to the Isles" with ferries sailing to the Hebrides.

Mail Rail

A section of Mail Rail has re-opened to visitors. The original 6-mile subterranean system transported mailbags from Paddington to the East End. The system opened in 1927 and closed in 2003. A two-mile section has reopened for visitors to travel in specially designed carriages, a journey of approximately 20 minutes. The system was built by order of Parliament and technically belongs to the public. Boarding is at the Mount Pleasant complex. Bookings for the train need to be made in advance and there is a waiting list.

Members Digital Image Night

The meeting on 20th December will again be a member's night when everyone has an opportunity to show and share some of their digital images.

A maximum of 25 images can be submitted. Last year we had a very full evening and so whilst you may bring more than 25, we'll only be able to show any extra images at the end of the evening if there is sufficient time.

You can submit images even if you cannot attend on the night, but if you do this please also submit a brief description of each image which will be read out.

Please submit your images in one of the following PREFERRED ways: -

- Bring images on a memory stick or DVD or your camera's memory card to either the meeting on 15th November or 6th December when Linda will bring her laptop to copy your images.
- By email to pennine.digital@outlook.com by Sunday 17th December, bearing in mind that you may need to send in separate emails because of the size of images.

If you are unable to submit your images in advance you may bring them on the night on a memory stick. Please note that they must be easily retrieved from the memory stick and ready to show.

If anyone has any questions, please either see Linda at a meeting or email your question to pennine.digital@outlook.com.

Light Rail News

BLACKPOOL

Centenary car 645 has become the latest tram to return home after being declared surplus by its former owners at Windy Harbour Caravan Park. The tram arrived back at Rigby Road on July 27th. As this was the last of the class to receive a major rebuild it will represent the ultimate development of this class of tram in the hoped for museum planned by the Blackpool Heritage Trust.

In a very welcome development veteran open top Birkenhead car 20 built in 1900 has been loaned to Blackpool by the Wirral Transport Museum for the rest of the season and will then undergo some planned maintenance at the BHT workshops over the winter. The tram arrived on July 27th. With the heritage fleet currently lacking a working open top double decker this tram is bound to be very popular on its short visit.

SHEFFIELD

Testing and driver training on the new Citylink tramtrains continues. Entry into service on the original system is still quoted as "summer" so watch this space.

Wootton Hall

Paul Slater

I stood on Oxford station, waiting for the multiple-unit to Bletchley. In a bay platform was 4979 'Wootton Hall'; I thought it was a new number for me, so wrote it in my notebook. I had completed my entrance exams in one of the Oxford colleges, and I didn't think I'd done badly; I'd been interviewed by two professors, and now my few days in the university city were over, and I was on my way home. My final year in the sixth form at the grammar school was dominated by university entrance; I'd sat my

A-levels and S-levels, and now there wasn't a lot left for me to do, I'd be leaving at Easter. I'd enjoy telling my parents about my brief stay in Oxford, and would describe my experiences to my class friends Ian and Richard. I got into arguments with them about the Labour Party and the Campaign for Nuclear Disarmament. Neither of them were railway enthusiasts like me, in fact Ian positively disliked railways, seeing them as symbols of industrial ugliness and man's exploitation of the world, and he thought that my fascination with locomotives was repulsive as well as childish. I looked at 'Wootton Hall'. It was grimy, its smoke blowing away in the cold March wind, and even with its copper-capped chimney and its curved brass-lettered nameplate it didn't look very attractive. I remembered how I had felt a special fondness for the Great Western 4-6-0s ever since I saw 4912 'Berrington Hall' steam into sight with a Weymouth-Wolverhampton express at the little station at Fenny Compton, north of Banbury, six years earlier. At my interview the professors had asked about my interests, and I'd talked about railways, mentioning my desire to travel to York and visit the railway museum there. I'd said that my interest in railways had begun with loco-spotting, and the professors, a little incredulously, had asked me how long it was since I had given up that particular hobby; feeling ashamed to say, in that setting and in that company, that I still collected numbers, I said that I had stopped a few years ago. Now, looking at 'Wootton Hall', I regretted telling an untruth. I felt conflicting emotions; on the one hand, the dirty, workaday engine seemed to belong to a past that I ought to be glad to put behind me; on the other hand, I remembered all the enjoyment I had derived from seeing the Western Region locomotives and noting their numbers and names, in the sheds at Canton, Laira, Landore and Old Oak Common as well as at various line sides. 'Wootton Hall' seemed at the same time to represent the steam trains of my boyhood, which would soon be a thing of the past, part of the whole train-spotting world which Ian would say I should have outgrown by now, and to be something of an old friend which I should not reject just because I was afraid of what strangers might think of me.

The Larne Branch

Paul Slater

The Carrickfergus and Larne Railway, opened on 1 October 1862, was merged with the Belfast & Northern Counties on 22 May 1890, and the Belfast & Northern Counties was taken over by the Midland Railway on 1 July 1903. The Midland's network in Northern Ireland, the Northern Counties Committee lines, became part of the LMS at the Grouping in 1923. The nationalisation of the railways in Britain led to the creation of the Ulster Transport Authority on 1 October 1948 and the sale of the ex-LMS lines in Northern Ireland by the British Transport Commission on 1 April 1949.

During the 1960s the Larne branch was largely dieselised, although steam continued to be used on such workings as specials, summer extras and rescuing failed diesels. Film shot on this line at the time shows a variety of diesel railcars in use, some hauling short goods trains, as well as the Derby-built 2-6-4 tanks – apparently called 'Jeeps' – which were the last steam design for the railways of Northern Ireland. Some of these locomotives were still in use when the Ulster Transport Authority was disbanded and a new company, Northern Ireland Railways, set up on 1 April 1968. At around this time, Larne Harbour station was demolished and replaced by the present, more basic terminus.

Motorway construction on the outskirts of Belfast led to a massive movement of gravel and spoil by rail from quarries at Magheramorne in the late 1960s. The heavy trains of special hopper wagons were topped and tailed by 2-6-4 tanks, providing a spectacle which attracted many enthusiasts. The spoil trains ran until April 1970, so to the Carrickfergus-Larne route can be said to belong the distinction of hosting the last working main-line steam in the British Isles.

The Railway Preservation Society of Ireland established a depot in the former engine shed at Whitehead, and it was in order to visit this depot that I had my first ride on any of the former Midland lines in Northern Ireland. I was on holiday in the Irish Republic, staying at Dun Laoghaire, and it was a long and interesting journey to Whitehead. I was impressed, not only by the collection of locomotives at the depot – which includes one of the 2-6-4 tanks associated very much with the Larne line in the final days of steam – but also with the fine array of somersault signals at Whitehead. The first notice headed 'Midland Railway Co. NCC' that I had ever seen stood near Whitehead station.

A few months later, in September 1984, I had several more rides over the line, as I was on holiday at Larne, staying in a guesthouse only a few yards from the Harbour station, and I travelled over the whole of the surviving Northern Ireland rail network north and east of Belfast, to Portrush, Bangor and Londonderry. It was necessary to start and finish each excursion with a journey over the line between Belfast and Larne, so I got to know this route quite well; by the end of my holiday, I was becoming recognised by railway staff and the driver of the bus that linked York Road and Central stations in Belfast!

Larne Harbour station was signalled with upper-quadrant semaphores of LMS pattern, but many somersault signals were in use along the line towards Belfast. The line was single track as far as Whitehead, and the morning train I caught from Larne would pass a train from Belfast in the loop at Magheramorne. All trains on the line were formed of diesel-electric multiple-units. In fine weather the run between the Antrim hills and the sea as far as Carrickfergus would make a very pleasant start to my explorations of the railways of Northern Ireland. Fares were low by British standards, and as many Belfast suburban trains, including those to Larne, carried passengers at half-price outside peak hours, my journeys were very cheap. Security guards patrolled most of the

trains on the Larne line, a reminder of the troubles in Northern Ireland.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Jun 1 67016 Standby
 66001, 66018, 66104, 66731 Intermodal
 66113 Rails
 90034 Leeds – Kings Cross
 37219/371116 Network Rail train
 66109 Light engine
 66543, 66571 Freightliners
 66155 Route learner
 66770 Sand
 66144, 66434, 66773, 66749/66762 Departmental
Jun 8 37606 C.H.S.
 67024 Standby
 66414, 70008, Freightliners
 66102, 66113, 66128, 66779 Intermodal
 66115, 66434, 66542, 66712/66727, 66730
 Departmental
 66548, 66744 Light engine movements
 67016 Route learning
 66701 Aggregates
 66723, 66751 Coal
 66185 Limestone
 66725 Sand
 66061 Steel
 66140 Spoil
Jun 15 67021 Standby
 66001, 66011, 66117 Intermodal
 60087, 66744/66705. 66701 Light engine
 movements
 66002, 66434, 66547, 66731, 66776/66704
 Departmental
 66769 Slag
 66516 Fly ash
 66030 Stone
 66702 Sand
 66138 Spoil
 66537, 66567 Freightliners
 67013 Route learner
Jun 29 67028 Standby
 66542, 70019 Freightliners
 66011, 66124, 66128 Intermodal
 66434, 66089, 66751, 66951 Departmental
 66703 Empty limestone
 56105/56096, 66183, 66739 Light engine
 66003 Spoil
 67012 Route learner
 60047/60095/60096 Barnetby – Toton
 70812 Bescot – Barnetby
 66731 Sand
 66174 Steel
 66047 Limestone
 37254/37175 West Yard

Jul 6 67010 Standby
 66089, 66167, 66168 Intermodal
 66140, 66150 Rails
 66522/66542, 66562/70003 Freightliners
 90029 Leeds – K.X.
 66422/66434, 66747/66745, 66727, 66194, 66520
 Departmental
 66763, 66773 Roberts Road
 66021 Spoil
 66192 Stone
 66708 Sand
 66221, 66779, 73971 Light engine movements
Jul 13 67028 Standby
 66057/66171 Rails
 66562, 66598 Freightliners
 66060, 6608, 66119 Intermodal
 90029 Leeds – Kings Cross
 56096, 56105 C.H.S.
 66422, 66519, 66713, 66747, 60054
 Departmental
 66715, 67024 Light engine movements
 37800 + track machine
 66145 Light to rescue failed 60054
 66127 Stone
 66708 Sand
 66186 Spoil
Jul 27 67010 Standby
 66004, 66094, 66170, 66702/66756 Intermodal
 37601/37608 Network Rail train
 66518, 66595, 66420, 66591 Freightliners
 66111, 66428, 66708 Departmental
 66120 Limestone
 66762, 66779 Coal
 90034 Leeds – Kings Cross
 66090 Spoil
 66731 Sand
 66003, 66161 Steel
 66199 Stone
 66070, 66075 Light engine movements
Aug 3 67010 Standby
 66031 Rails
 66083, 66121, 66128 Intermodal
 90036 Leeds – Kings Cross
 66415, 66418 Freightliners
 66708, 66742 Coal
 66031, 66727/66759, 66776 Departmental
 66777 Roberts Road
 37611/37608 Network Rail train
 66137 Stone
 66752 Sand
 66230 Steel
 66728 Aggregates
Aug 17 67010 Standby
 56096/56105 Light engine movement
 66606 Rails
 66502, 66507 Freightliners
 66128, 66747 Stone
 66704, 66727 Coal
 66093 Spoil
 60066 L/S empties

- Aug 17 66089, 66551, 66304, 66745/66766,66769
 Departmental
 660017 Intermodal
- Other recent sightings have been:**
- May 13 66053 on steel train
- Jun 9 66731 on Tilcon train at Hull
- Jun 14 66717, 66774 and 66599 at Peterborough
 66141, 66081, 66008, 67019, 66046, 60011,
 66002, 66012, 66184, 66116, 67023 and 66001 at
 Toton
- Jun 18 90034 on Kings Cross - Leeds service
- Jun 21 90029 on Kings Cross - Leeds service
- Jun 22 66142 light engine
- Jun 23 90029 on Kings Cross - Leeds service
 66703 on Tilcon train at Hull
- Jun 26 66703 on Tilcon train at Hull
- Jul 6 60054 Light engine and 70817 Empties (sea sand)
 at Swinton
- Jul 8 66060 on biomass train and 66197+66079 light
 engine at Melton Ross
- Jul 15 66015 light engine at Appleby Crossing
 66705, 66777, 66750, 66770 and 66778 at
 Peterborough
- Jul 16 66763, 66777, 66075, 66770, 66727, 67010,
 66771, 66729, 66758, 66747 and 66727 at
 Peterborough
- Jul 22 Veteran 315853 on Shenfield duties was observed
 next to one of its successors 345005 mid
 afternoon at Liverpool Street.
 315807/808/812/813 noted on Overground duties.
- Jul 27 66428, 66745 and 66142 at York
- Aug 3 70816 Sand empties and 60160 Steel at Swinton
- Aug 10 68005 seen top/tail 68028 on 16.38 Norwich /
 Great Yarmouth and 17.17 return at Norwich
 The booked class 37 turns were being covered by
 a DMU, the locos being away at Crewe for
 maintenance
- Aug 12 the class 37s had returned and were stabled at
 Norwich station
- Aug 14 37405 top/tailed 37419 back in action on the
 10.36 Norwich / Great Yarmouth and 11.17 return

Midland Region

Recent sightings have been:

- Jun 15 92028, 92023, 90043, 90045, 88004 and 70011 at
 Stafford
 90046 on Euston to Inverness sleeper (2 hours
 late)
 92038 on Inverness to Euston sleeper
 37605, 37609, 68013, 68030, 37405, 57003,
 57303 and 57007 at Crewe Gresty Road
 66014 and 90020 at Warrington
- Jun 23 387154 and 387156 at Crewe on test
 92028, 92023, 70005, 66758, 92038, 90016,
 66090, 66771, 70014, 86609 and 86637 at
 Stafford
 66607 and 66613 at Hope Sidings
- Jun 24 66715 at Liverpool Bulk Terminal
 66749 on Biomass at Edge Hill

- Aug 5 tramtrains 399201-205, 399207 in Nunnery depot
 Nottingham trams noted on 29 July were:
- | | |
|--------------------------|---|
| Hucknall | 206, 233 |
| Highbury Vale | 204, 220, 221 |
| Basford | 211, 227 |
| Nottingham Station | 203, 207, 213, 215,
223, 230, 234, 235 |
| Meadows Way West | 212, 226, 231 |
| Queens Medical Centre | 224, 229, 237 |
| University of Nottingham | 216, 225 |

Scottish Region

Recent sightings have been:

- Jun 12 68007 17.07 Edinburgh - Glenrothes
 68002 17.17 Edinburgh - Cardenden
 92014 23.40 Ediburgh - Euston sleeper
 The membership secretary also bagged his last
 two Edinburgh trams to ride (253/270)
- Jun 17 92033 at Edinburgh Waverley
 08472, 08596 and 67018 at Craigentenny
 Edinburgh trams 259, 277, 269, 263, 270, 253,
 273 and 264 working
- Jun 18 92018 and 67018 at Edinburgh Waverley

Railtours and Charter Trains

Locos seen on railtours and charters have been:

- May 20 ("The Settle and Carlisle Pioneer") 68027, 88002,
 68025
- Jun 10 ("The Lancs and Yorks Builder") 66057, 66176
- Jun 14 ("The Great Central Lament") 60074, 66182
- Jun 15 ("The Cat and Dock") 6432, 68026
 ("Northern Belle") 57304
- Jun 24 ("Scarborough Flyer") 47760, 37706
 ("The Liverpool Docker") 66177, 66100
- Jul 6 ("Scarborough Spa Express) 45699
- Jul 16 ("The Charitable Chibble") 66778, 66775, 66777,
 20132, 20118
- Jul 27 ("Scarborough Spa Express") 45699
- Aug 5 ("Northern Belle") 57306
- Locos seen on Scunthorpe Steelworks tour train have been:
- Jun 10 steam locomotive "Cranford"
- Jun 24 steam locomotive "Cranford" with 1 banking
 train to Frodingham platform
- Jul 8 Steam locomotive 1438

Preserved Railways

- Locos used at the Wensleydale Railway Beer Festival on
 27 May were 37409, 66434, D9523 and steam 69023.
- Locos working at the Swanage Railway on 24 June were
 37518, 33025, 33111, 80104 and 66756 which had earlier
 been named "ROYAL CORPS OF SIGNALS" in a
 ceremony at Swanage station.
- Locos used at the Epping and Ongar Railway London
 Traction Weekend on 15 July were 20001, 6430 and
 Metropolitan No. 1. Also on display at North weald were
 03170, 03119, 51438 and 45132.

Locos working at the Midland Railway Butterley Railex event on 12 August were 47401, 45041, D6501 and 5619. On the Mid-Norfolk Railway, Saturday 12 August was advertised as a Class 37 running day, problems with the air-braked stock saw both turns steam hauled with Pannier 9466 on mark 1s and BR standard 4MT 80078 hauling 3 DMU coaches

Locos used at the Ecclesbourne Valley Railway diesel gala on 13 August were D5343, 33103, 31206 and DMU M79900 IRIS.

Trip to Reading

The following were seen on a trip to Reading on 22 June:

Knottingley	66093, 66119
Doncaster West Yard	67024
Doncaster C.H.S.	60087, 56105, 56096
Doncaster Yards	66148, 66585, 60001, 66723, 66727, 66733, 66711, 66756, 800001/800002
Peterborough	66003, 66156, 66709, 66720, 66728, 66760, 66762, 66764, 66770, 66774, 66778
Kings Cross	67021
Old Oak Common	57310, 57605
Acton Yard	66004, 66076, 66091, 66753
Southall	66006
Reading	59004, 59101, 59102, 59104, 59202, 66126, 66131, 66198, 66094, 66171, 66955, 70015, 57303/57304
Tilehurst	66508, 66068, 66084
Doncaster Station	66731

New units

Ferne Park	700011/012/042
Hornsey	700018
West Ealing	387132-134/139/140
Maidenhead	387136-138/144/150/151
Hayes & Harlington	387143/146
Reading Depot	387130/131/135/152/155 plus two inside the shed
In service	387141/147

Trip to Nuneaton

The following locos were seen on a trip to Nuneaton on 10 August:

66086, 66125, 66160, 66702, 66754, 66756, 66771, 90046/90048, 90045/90016, 90024/90028 Intermodal
 66502, 66522, 66540, 66548, 66561, 66570, 66591, 66595, 66593, 70010, 70015, 86607/86622 Freightliners
 70813 Departmental
 67023/67027 Network Rail train
 90037/92016 Light engine movement
 66069 Steel
 66705 Empty tanks
 66952, 66089, 66067, 66089, 66723 Stone/Aggregates

En route

Moorthorpe	66592 Freightliner
Swinton	60059 Tanks
Stenson Junction	60039 Tanks
Burton on Trent	66085 Intermodal

Tamworth	66621 Stone 66084 Departmental
Derby	66168/66018 Scrap
Conisborough	66749
Roberts Road	66712, 66718, 66777

Visit to Eastleigh

Monday 14th August travelled to Eastleigh on board South West Trains 450074, station staff superb at Portsmouth and Eastleigh with their help for Diana in her wheelchair. Locos noted, 66098 working about the yards, 66126 brought in a train of welded rail dispatched to the yard, then off to the depot.

66502 ran through with a container train.

Locos stabled next to the station, 66740, 66737, 66536. 66517 stopped in the station with another container train for Southampton. 66730 came off the East yard to stable with the 66s as mentioned.

66954 on containers, stopped on the track through platform 3 before proceeding. 66419 on East bound containers, pegged then pulled away, wish I had been down the track a bit, would have been a great photo, loco working hard with plenty of exhaust!

66509 containers for Southampton stopped for crew change. 66020 came off the depot, very smart new livery, not being political but thought I was in Germany for a minute!

Other than that there was the usual through passenger trains by Cross Country, bit surprised they don't stop at Eastleigh now!

Locos in the works yard, 47818 and an unidentified very faded EWS liveried 08. a couple of DMLVs 68501, 04. Observations between 12.00 and 14.00, enjoyed seeing some 66s not seen one since this time last year in Luxor. Visited Spoons "The Wagon Works" across the road for lunch, with a nice Langham's "Arapaho".

That's all folks from Yasser (Steve Payne) for now!

Pennine Quiz No. 169

Pennine Shield Questions over the years Part 5.

Another dip into the archives by Robin Skinner.

1. Name the new station between Exeter and Exmouth opened in December 2014.
2. As part of the recent GN/GE joint line upgrade a section of line that had previously been disconnected was reinstated where?
3. The Abbey Line describes which line?
4. In the 1963 Combined Volume give the shed code for Wick/Thurso.
5. Name the next station Lackenheath, Brandon, Thetford,
6. They were overnight special trains and charged 70/- return when introduced from London to Scotland and ran in the 1950s and up to 1962. What were they called in the advertising?

7. Give the BR number of Royal Scot 'The Hertfordshire Regiment'
8. Bullied West Country Pacifics were introduced in 1945 from which year was the air smoothed casing removed?
9. The first Class 800 Hitachi IEP was unveiled to the press on 13th November 2014 where?
10. The last traditional Pullmans ran on the ECML in which year?
11. Name the 09.45 Aberdeen to Kings Cross in the summer 1965 timetable.
12. Name the first station after Settle Junction going towards Carnforth.
13. The Cambrian Railways were absorbed into which of the big four on 1st January 1923?
14. D6703 carried name plates between March and September 1963, what was the name?
15. D211 was named 'Mauretania' on 20th March 1963, where?
16. Name Western D1020.
17. Of the 71 D800 Warships, how many were built at Swindon?
18. Kings Cross station opened in which year?
19. Which section of the IOM Railway system celebrated 100 years in September 1993?
20. Name West Country Pacific 34048.

Pennine Quiz No. 168

The Answers

1. Stourton
2. Workington
3. Southport
4. Barnstaple
5. Highbridge
6. Wadebridge
7. Hornsey
8. Bedford
9. Cambridge
10. March
11. Watford
12. Doncaster
13. Scarborough
14. Heaton
15. Alnwick
16. Colwick
17. Aston
18. Feltham
19. Oswestry
20. Moor Row
21. Kirkby Stephen
22. Carnforth
23. Kidderminster
24. Normanton

The Winner

Congratulations to the winner – Ken King.

Pennine Meetings 2017

Meetings are held at CLUB 39, 39 College Road, Waterdale, Doncaster, DN1 3JH starting at 20.00 prompt on 1st and 3rd Wednesday of each month.

Wednesday 20th September 2017

David Bladen Digital Image Competition

Wednesday 4th October 2017

Bob Gwynne
Associate Curator, Collections and Research,
National Railway Museum

Wednesday 18th October 2017

Bryan Johnson
'European Holidays from 1984'

Wednesday 1st November 2017

Glyn Gossan

Wednesday 15th November 2017

Les Nixon

Wednesday 6th December 2017

Pennine Shield

Wednesday 20th December 2017

Members Digital Images Night

Acknowledgements

I would like to thank the following for their generous contributions to this issue: Linda Bladen, Tony Caddick, John Dewing, Ken King, Steve Payne, John Sanderson, Robin Skinner and Paul Slater.

Next Issue

The Winter 2017 issue of Trans Pennine is due for publication on Wednesday 6th December would contributors please let the coordinator have their information by no later than Wednesday 1st November. If you can, please email your contributions to david.whitlam145@gmail.com. If you are posting your contributions, it would help if you could post it in instalments and not leave it all to the last day – THANK YOU.

DEREK TOM PORTER 1934 – 2017

I have to report the sad news that Derek Porter long time member and friend of The Pennine Railway Society has passed away after a short illness.

Derek was born and educated in Doncaster he did his national service in the Army and returned to join the railway at Doncaster Plant.

Derek liked Railways, Photography, Sea Fishing and family life.

Derek leaves his wife Doreen and son Martyn.

He was a First Aider, Special Constable and a football referee.

Derek was also fully involved in the activities of The Plant Works giving up his Sundays to take parties of railway enthusiasts around.

One of the parties he took round was The Pennine Railway Society, and indeed not very long after the society was formed in 1974 Derek was our guide. He would make sure we were made welcome and taken around the complex in such a way we would see every locomotive.

After we had visited a few times it became obvious Derek was a railway enthusiast himself and as such a great friendship was struck up between Derek and the society. To the extent Derek did numerous slide shows for the society over the years from his vast collection of railway slides not only did he entertain us, his knowledge about the history of the plant was second to none therefore he educated us as well.

Derek was always there to help ensure we had a stall at the Plant open days over the years. In fact, over a period of about 15 years from 1974 Derek was our guide many many times; he would lead on asking me to bring up the rear.

Derek soon joined the society and played a full part in its activities.

Derek was always at the forefront of promoting the Plant and its activities over the years, this was particularly true at the end of the Deltics when not only would he ensure his parties saw every Deltic in the works he was instrumental in arranging an open day to mark the end of the Deltics. He went on to be very influential in ensuring a number of Deltics were preserved and still running on the main line in preservation today.

All in all, Derek was a railwayman and a railway enthusiast through and through. Many of his pictures have been published in railway journals and books over the years.

Derek was cremated at Rose Hill Crematorium, Cantley, Doncaster on Monday 21st August 2018. A good crowd of about 50 people attended along with representatives of the Pennine Railway Society.

Derek rest in peace thanks for all you have done for The Pennine Railway Society.

Robin Skinner

CHAIRMAN 22-08-2017.

